

Appendix I

Implementation

August 2021

Implementation

The chapters in the Alexandria Mobility Plan (AMP) highlight specific strategies that advance the AMP vision, other citywide initiatives, and previously developed plans. Each strategy is complemented by implementation actions that move the strategy from an actionable concept in the AMP to an implemented strategy within the city. Implementation actions are specific, detailed, and aligned with a timeline to advance the strategy and help to inform staff workload and direction.

The AMP is designed to be flexible. In addition to implementation actions providing direction for staff, the AMP also encourages staff to respond as new opportunities arise and conditions change over time. Therefore, continued tracking of progress on outlined strategies along with integration of new opportunities will help to ensure that staff efforts are aligned with AMP vision and goals.

Appendix I – Implementation focuses on the strategies, implementation actions, and tracking progress.

Components of the Implementation Matrix

Strategies

The strategies are organized by AMP chapter. The attributes of each strategy include the applicable policies, guiding principles, and related plans.

Implementation Actions

Each strategy in the AMP has a series of implementation actions that guide the path forward to completion. These actions vary in the required duration, type of effort, collaboration, and many other factors. The implementation actions are aligned with four different timelines:

- Short-term (by 2024)
- Medium-term (by 2027)
- Long-term (by 2030)
- Continual

The above timelines should be viewed as guides for City staff as they plan future work and projects.

Metrics

Tracking the progress of strategies and implementation actions can be measured through the metrics listed for each strategy, in addition to tracking progress towards completion. More detailed information for each metric, as well as data sources and baseline information can be found in **Appendix II – Monitoring, Reporting, and Key Performance Indicators**.

Plan Policies by Chapter

Transit

Policy A: Make transit greener and more useful

Policy B: Make transit easier to use

Smart Mobility

Policy A: Improve safety and efficiency

Policy B: Prepare for new technology

Streets

Policy A: Protect neighborhoods from cut-through traffic

Policy B: Achieve Vision Zero

Policy C: Leverage smart mobility

Pedestrian and Bicycle

Policy A: Prioritize safety

Policy B: Address network gaps

Supporting Travel Options

Policy A: Enhance choice

Policy B: Promote work flexibility

Policy C: Focus on all trips

Curb Space and Parking

Policy A: Connect parking policy to City goals

Policy B: Ensure parking availability

Policy C: Promote equitable allocation of curb space

Strategy Number	Strategy	Related Policies			Guiding Principles						Related Plan(s)	Implementation Actions				Related Metric(s)
		A	B	C	Accessible	Connected	Convenient	Equitable	Safe	Sustainable		Short-Term (by 2024)	Medium-Term (by 2027)	Long-Term (by 2030)	Continual	
Transit																
1	Implement a citywide transit network with frequent, all-day service			N/A							Transit Vision Plan Environmental Action Plan 2040 City Strategic Plan	• Begin implementing the New DASH Network in Fiscal Year 2022			• Work with DASH’s Advisory Committee and other members of the community to regularly gain input about service changes and implementation • Seek funding for both the operations and capital improvements necessary to incrementally implement the 2030 network and improvements recommended in the Transit Vision Plan	• Percent of residents within ¼ mile of 15 minute or better service • Percent of people taking transit to work (mode share) • Positive rating of ease of travel by public transportation
2	Build out the city's priority transitway corridors and identify improvements on congested, high-ridership corridors to reduce travel times and improve reliability			N/A							Transit Vision Plan Environmental Action Plan 2040 City Strategic Plan	• Collaborate with the community to develop a design for Duke Street that informs the construction of the Duke Street Transitway	• Advance the design and construction of the West End Transitway and evaluate its success to determine whether dedicated lanes or other methods to improve speed and reliability are needed	• Extend the dedicated infrastructure for the Route 1 Metroway corridor to connect to the new Potomac Yard Metrorail station and into Arlington	• Evaluate transit signal priority, queue jumps, high-occupancy vehicle (HOV) lanes, and other operational or street design improvements/pilot projects on corridors with frequent and congested bus service	• Positive rating of ease of travel by public transportation • Percent of people taking transit to work (mode share)
3	Transition the City's bus fleet to fully electric, zero-emission vehicles			N/A							Transit Vision Plan Environmental Action Plan 2040				• Move forward with the recommendations outlined in the DASH Zero-Emission Bus Implementation Plan to continue the transition of the City’s fleet to all electric • Make DASH an eligible direct federal grant recipient to broaden the available funding for the transition to zero-emissions buses • Monitor emerging technology benefits and tradeoffs	• Percent of people taking transit to work (mode share) • Rating of ease of travel by public transportation

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Transit																
4	Improve the rider experience from trip planning, to accessing the stop, riding the bus, and arriving at the destination			N/A							Transit Vision Plan Environmental Action Plan 2040 Age Friendly Plan For A Livable Community Smart Mobility Framework Plan Complete Streets Policy Vision Zero Policy	<ul style="list-style-type: none">• Upgrade the existing fleet and change fleet specifications on future bus orders to improve the health, safety, and comfort of drivers and passengers during the COVID-19 pandemic and beyond, including driver partitions, air flow improvements, and real-time rider notifications of bus crowding levels	<ul style="list-style-type: none">• Build in options for storage of large items such as strollers or groceries and enact rider policies to encourage families to use transit		<ul style="list-style-type: none">• Promote real-time tracking and bus priority technology to enable easier and more reliable trip planning and vehicle tracking for customers• Ensure all bus stops are fully accessible per the Americans with Disabilities Act (ADA) and consider opportunities to improve access to bus stops through improving sidewalk, bicycle, and ramp connections• Expand implementation of bus stop amenities including shelters, real-time signage, seating, lighting, and natural amenities to improve comfort and safety	<ul style="list-style-type: none">• Percent of bus stops with shelters• Percent of bus stops that are accessible for persons with disabilities
5	Evaluate DASH’s fare free service and continue to explore low-income WMATA fares			N/A							Transit Vision Plan Environmental Action Plan 2040	<ul style="list-style-type: none">• Monitor outcomes of implementing free fares on DASH• Identify funding sources for long-term sustainability of a DASH fare free program	<ul style="list-style-type: none">• Explore low-income fare products for WMATA services			<ul style="list-style-type: none">• Positive rating of ease of travel by public transportation
6	Support a better connected regional transit network			N/A							Environmental Action Plan 2040	<ul style="list-style-type: none">• Support the development of mobile payment and trip planning applications that are compatible between Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), Maryland Area Rapid Commuter (MARC), and Alexandria Transit Company (DASH) services	<ul style="list-style-type: none">• Collaborate with WMATA and neighboring jurisdictions to enhance connectivity to major activity centers and develop a more coordinated, useful regional transit system as part of WMATA's Bus Transformation Project implementation and Bus Network Redesign	<ul style="list-style-type: none">• Enhance connections to support future rail expansion, water transportation expansion, and future regional bus rapid transit corridors		<ul style="list-style-type: none">• Positive rating of ease of travel by public transportation• Percent of residents within ¼ mile of 15 minute or better service

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Transit																
7	Modernize the paratransit program for the city's aging population		✓	N/A	✓		✓	✓			Age Friendly Plan For A Livable Community	<ul style="list-style-type: none">• Develop more customer-friendly service that is scalable for increased demand• Identify opportunities to improve cost-effectiveness for long-term program management for DOT Paratransit and MetroAccess services		<ul style="list-style-type: none">• Explore partnerships with existing City services, neighboring jurisdictions, and on-demand service providers to improve the effectiveness and efficiency of serving the travel needs of seniors and persons with disabilities	<ul style="list-style-type: none">• Positive rating of ease of travel by public transportation	
Smart Mobility																
1	Expand smart signal technology to enable detection and real-time signal adjustments	✓	✓	N/A		✓	✓		✓		Smart Mobility Framework Plan Vision Zero Action Plan	<ul style="list-style-type: none">• Integrate Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP) into more of the City's corridors. This involves upgrading the City's traffic signals as well as the fleet of transit and emergency vehicles with preemption equipment	<ul style="list-style-type: none">• Enable use of vehicle detection at signals for more responsive timing through adaptive signal technology. Duke Street and Van Dorn Street will be the first two corridors to be prioritized for this effort	<ul style="list-style-type: none">• Improve data collection through new platforms and technologies to better understand how people use the transportation system and improve decision-making	<ul style="list-style-type: none">• Number of intersections with smart signal technology• Percent of intersections with smart signal technology in Equity Emphasis Areas• Rating of traffic flow on major streets• Transit travel times on Duke Street, Van Dorn Street, and upper King Street	
2	Strategically invest in partnerships to expand city data, technology, and communications capabilities	✓		N/A		✓	✓		✓		Smart Mobility Framework Plan	<ul style="list-style-type: none">• Develop a template for evaluating partnership opportunities and coordinating with neighboring jurisdictions, state agencies, and private companies to improve regional collaboration and data sharing		<ul style="list-style-type: none">• Identify potential partnerships to improve information and communication about parking availability, gain a better understanding of how the curb space on City streets is being utilized, obtain anonymized travel pattern data from private mobility operators, and collect and analyze real-time data to inform traffic management and street design• Utilize platforms and engage in regional coalitions to make transportation data more transparent and improve decision-making	<ul style="list-style-type: none">• Number of intersections with smart signal technology• Percent of intersections with smart signal technology in Equity Emphasis Areas	

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Smart Mobility																
3	Upgrade capabilities of the Traffic Management Center to better manage congestion in real-time			N/A							Smart Mobility Framework Plan	<ul style="list-style-type: none">• Equip Alexandria's Traffic Management Center to allow it to manage on-street traffic equipment, monitor overall system status including pavement condition during weather events, configure devices remotely, and analyze data• Expand coverage of CCTV cameras and improve traffic visualizations for more efficient management of traffic incidents		<ul style="list-style-type: none">• Incorporate resiliency and redundancy measures, such as a virtual backups in the event of failures	<ul style="list-style-type: none">• Number of intersections with smart signal technology• Percent of intersections with smart signal technology in Equity Emphasis Areas• Positive rating of traffic flow on major streets• Transit travel times on Duke Street, Van Dorn Street, and upper King Street	
4	Proactively prepare for connected and autonomous vehicles			N/A							Smart Mobility Framework Plan	<ul style="list-style-type: none">• Consider pilot projects to lay the groundwork for and evaluate the effectiveness of various new technologies.	<ul style="list-style-type: none">• Prepare for connected vehicles by developing maintenance and infrastructure plans to ensure street readiness	<ul style="list-style-type: none">• Prepare for autonomous or self-driving vehicles by developing policies to manage potentially significant increases in miles driven and traffic volumes within the city, including limiting zero-passenger miles and incentivizing shared use	<ul style="list-style-type: none">• Ensure that safety is a priority when testing and implementing new technologies	<ul style="list-style-type: none">• Number of intersections with smart signal technology• Percent of intersections with smart signal technology in Equity Emphasis Areas
5	Develop a framework for pilot projects to test new modes, infrastructure, or initiatives			N/A							Smart Mobility Framework Plan Environmental Action Plan 2040 Vision Zero Action Plan	<ul style="list-style-type: none">• Create standards for appropriate use of pilot projects, including timeframes, public process, evaluation, and opportunities to make adjustments• Build upon lessons learned from the Dockless Mobility Pilot as well as national best practices from peer cities• Promote a framework that ensures transparency in pilot project execution				

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Streets																
1	Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028		✔		✔	✔	✔	✔	✔	✔	Age Friendly Plan For A Livable Community Environmental Action Plan 2040 Complete Streets Policy and Design Guidelines Vision Zero Action Plan				<ul style="list-style-type: none">• Develop annual work plan priorities for promoting a culture of safety, building safer streets, improving data collection, and enhancing City processes and collaboration• Prioritize high crash intersections and corridors for improvements, especially those in Equity Emphasis Areas• Evaluate crash data for each project to enhance data-driven decision-making• Apply national best practices as appropriate	<ul style="list-style-type: none">• Number of fatal and serious crashes
2	Develop a comprehensive program to reduce speeding and cut-through traffic on local streets	✔	✔	✔	✔		✔		✔		City Strategic Plan Smart Mobility Framework Plan Complete Streets Policy and Design Guidelines Vision Zero Action Plan	<ul style="list-style-type: none">• Outline procedures for addressing and monitoring cut-through traffic, traffic congestion, and speeding• Develop criteria and list of data needs tailored to each traffic issue	<ul style="list-style-type: none">• Identify specific solutions for local traffic appropriate for the street type and location to encourage regional traffic to stay on major thoroughfares			<ul style="list-style-type: none">• Number of fatal and serious crashes
3	Ensure new development minimizes negative impacts to the street network	✔	✔		✔		✔		✔	✔	Age Friendly Plan For A Livable Community Complete Streets Policy and Design Guidelines Environmental Action Plan 2040 Vision Zero Action Plan	<ul style="list-style-type: none">• Update guidance for developers to better reflect City goals through traffic impact studies and best practices from around the country• Require improved data collection and reporting after implementation			<ul style="list-style-type: none">• Ensure proper consideration of all users through improved methods for measuring service levels for all modes and safety impacts on our transportation network• Encourage study methodologies and mitigation measures such as TDM programs and street design changes that place higher priority on local trips rather than regional trips to help reduce cut-through traffic	<ul style="list-style-type: none">• Percent of Transportation Management Plans evaluated that meet mode split targets
4	Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic	✔		✔			✔		✔		Smart Mobility Framework Plan City Strategic Plan	<ul style="list-style-type: none">• Coordinate with other jurisdictions and regional bodies to evaluate pricing strategies and other policies that promote highway travel versus travel on local streets• Explore signal timing as a tool to keep regional traffic on highways			<ul style="list-style-type: none">• Utilize variable messaging systems to use real time travel comparisons to promote high-occupancy toll (HOT) lanes	<ul style="list-style-type: none">• Positive rating of traffic flow on major streets

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Streets																
5	Consider the use of speed cameras and other automated tools to improve safety	✔	✔	✔				✔	✔		ALL Alexandria Resolution City Strategic Plan Vision Zero Action Plan	• Consider speed cameras in school zones, enabled in 2020	• If data demonstrates a safety benefit with the use of automated enforcement tools, explore legislative measures to expand the City's ability to place speed cameras in areas where they can most improve safety	• Partner with the Alexandria Police Department to enforce traffic laws to protect vulnerable street users and promote equity	• Number of fatal and serious crashes	
6	Maintain a state of good repair for our streets using a proactive, data-driven, and equitable approach			✔	✔				✔		ALL Alexandria Resolution City Strategic Plan Vision Zero Action Plan			• Seek to maintain our transportation assets to achieve a state of good repair in a cost-effective and minimally disruptive manner by coordinating utility work, fiber installation, and other street improvements when possible • Use state and federal required methodologies based on pavement and bridge condition to ensure continued funding and equitable distribution of resources • When local funding is available for additional service requests, ensure they are distributed evenly throughout the city	• Average Pavement Condition Rating (Pavement Condition Index)	
Pedestrian and Bicycle																
1	Create a safe, well-maintained, and comfortable walking and bicycling environment	✔		N/A	✔	✔	✔	✔	✔	✔	Age Friendly Plan For A Livable Community Environmental Action Plan 2040 Vision Zero Action Plan Complete Streets Policy and Design Guidelines	• Improve signage and wayfinding for people biking and walking		• Invest in ongoing maintenance and repair of the pedestrian and bicycle network • Conduct construction inspections, address priority lighting deficiencies, and ensure timely snow plowing to ensure infrastructure is accessible at all times • Prioritize safe access to transit, schools, senior centers, recreation centers, and improvements at high-crash locations	• Number of pedestrian- and bicycle-involved crashes • Percent of people walking or biking to work (mode share) • Annual number of bikeshare trips • Positive rating of ease of walking • Positive rating of ease of travel by bicycle • Number of repaired curb ramps per year	

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Pedestrian and Bicycle																
2	Build out a continuous, connected, and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably	✓	✓	N/A	✓	✓	✓	✓	✓	✓	Age Friendly Plan For A Livable Community Environmental Action Plan 2040 Vision Zero Action Plan Complete Streets Policy and Design Guidelines				<ul style="list-style-type: none">• Make existing sidewalks and intersections safer and more comfortable, with a focus on high-crash locations per the Vision Zero Action Plan• Continue addressing priority sidewalks to ensure sidewalks are present on both sides of all major streets and on at least one side of all other streets• Reduce conflicts between modes by implementing treatments consistent with national best practices that are context appropriate, including increasing the number and quality of off-street connections and intersection improvements• Improve off-street pedestrian access through neighborhoods, new developments, and across major barriers such as freeways or rail corridors	<ul style="list-style-type: none">• Linear feet of new sidewalk installed per year (Citywide and in Equity Emphasis Areas)• Miles of bike facilities (on-street and paved off-street trails) installed per year (Citywide and in Equity Emphasis Areas)• Positive rating of ease of walking• Number of repaired curb ramps per year• Number of accessible pedestrian signals installed per year
3	Build out a connected bicycle network of both on- and off-street facilities and shared mobility devices to benefit riders of all ages and abilities	✓	✓	N/A	✓	✓	✓	✓	✓	✓	Environmental Action Plan 2040 Vision Zero Action Plan Age Friendly Plan For A Livable Community Complete Streets Policy and Design Guidelines	<ul style="list-style-type: none">• Expand bikeshare and availability of parking for bikes and micromobility devices such as shared/electric bikes and scooters• Study building upon the planned network of bicycle routes to develop a citywide network of low-stress bicycle routes that are appealing to adults and children who are interested in riding but concerned about safety			<ul style="list-style-type: none">• Integrate the off-street trail system with the on-street bicycle network by providing wayfinding and well-designed transitions at trail access points• Build out the planned bicycle network with both on- and off-street facilities to provide safe connections within and between neighborhoods and to key destinations	<ul style="list-style-type: none">• Miles of bike facilities (on-street and paved off-street trails) installed per year (Citywide and in Equity Emphasis Areas)• Positive rating of ease of travel by bicycle• Annual number of bikeshare trips• Shared mobility trips to and from equity areas (as defined by the Dockless Mobility Program)

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Pedestrian and Bicycle																
4	Upgrade or install infrastructure that increases the accessibility of City streets and public spaces for people of all ages and abilities			N/A							Age Friendly Plan For A Livable Community Complete Streets Policy and Design Guidelines Vision Zero Action Plan	<ul style="list-style-type: none">• Install appropriate street lighting for those walking and bicycling, with consideration to areas with more people of color or low income residents	<ul style="list-style-type: none">• When repaving streets, upgrade corners and crosswalks with accessible, directional ramps that meet, to the maximum extent possible, current ADA standards• Upgrade or install new audible pedestrian signal push buttons at existing and new pedestrian signals to enhance access and safety for persons with disabilities• Address tripping hazards on sidewalks and pedestrian areas as quickly as possible through routine maintenance projects and in response to service requests• Prioritize safe and accessible access to transit stops, schools, and parks	<ul style="list-style-type: none">• Linear feet of new sidewalk installed per year (Citywide and in Equity Emphasis Areas)• Miles of bike facilities (on-street and paved off-street trails) installed per year (Citywide and in Equity Emphasis Areas)• Positive rating of ease of walking• Positive rating of ease of travel by bicycle• Number of repaired curb ramps per year• Number of accessible pedestrian signals installed per year		
5	Educate all street users about safety and traffic laws			N/A							Vision Zero Action Plan Complete Streets Policy and Design Guidelines	<ul style="list-style-type: none">• Initiate targeted outreach that aims to increase adult and youth knowledge of safe walking, biking, and driving behaviors and traffic laws related to pedestrian, bicycle, and scooter travel	<ul style="list-style-type: none">• Educate public and private sector design professionals, city groups, and the public who are involved with Alexandria's transportation system on Complete Streets principles and design• Pursue partnerships to expand the reach of education, outreach, and promotional efforts with GO Alex, the Alexandria Policy Department, Alexandria City Public Schools, MWCOG's Street Smart Safety Campaign, local advocacy groups, and others	<ul style="list-style-type: none">• Number of pedestrian- and bicycle- involved crashes		

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Supporting Travel Options																
1	Use information, programs, and encouragement to make it easier for residents and workers to choose options other than driving alone										Environmental Action Plan 2040 City Strategic Plan	<ul style="list-style-type: none">Identify an expanded set of community influencers (such as religious leaders, school principals, and athletic organizations), in addition to employers and residential property managers, to help encourage alternatives to driving aloneUpdate the Transportation Management Plan program so new developments can better reduce and track congestion	<ul style="list-style-type: none">Develop a travel training and commuter assistance program to provide hands-on experience on taking a new (to you) way of traveling		<ul style="list-style-type: none">Expand use of real-time information to promote travel choices	<ul style="list-style-type: none">Percent of people taking non-single occupancy vehicles to work (mode share)Number of community influencers involved with GO Alex
2	Use the Potomac River to expand transportation options										Environmental Action Plan 2040	<ul style="list-style-type: none">Partner with other jurisdictions, agencies, and private partners to determine the best ways to utilize the Potomac River as a transportation option			<ul style="list-style-type: none">Explore and evaluate new water transportation routes and services for commute and trips, errands, or entertainmentIdentify opportunities to integrate with other modes of transportation	<ul style="list-style-type: none">Percent of people taking non-single occupancy vehicles to work (mode share)
3	Create mobility hubs										Environmental Action Plan 2040 Smart Mobility Framework Plan		<ul style="list-style-type: none">Identify optimal locations for mobility hubs in strategic locations around the city. These mobility hubs will differ in size and scope based on location type and may incorporate elements to improve navigation for all users of the site through wayfinding and other featuresIncorporate charging infrastructure for carshare vehicles, personal vehicles, and micromobility devices (electric bikes, scooters, etc.)		<ul style="list-style-type: none">Focus on traditionally underserved communities and strategic locations to address first- and last-mile travel needs citywide	<ul style="list-style-type: none">Percent of people taking non-single occupancy vehicles to work (mode share)

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Supporting Travel Options																
4	Pursue regional approaches to reduce traffic and congestion, particularly during peak times	✓	✓	✓		✓	✓				Environmental Action Plan 2040 City Strategic Plan	• Coordinate with neighboring jurisdictions and regional entities to explore unifying local TDM programs into a more comprehensive regional effort		• Advocate for policies that will reduce congestion, such as telework incentives or a regional congestion pricing program • Continue to support regional transportation initiatives, including Commuter Connections, and targeted TDM initiatives of a regional scale, such as the Northern Virginia Regional Multi-Modal Mobility Program (R3MP)	• Weekday person hours of delay • Transit travel times on Duke Street, Van Dorn Street, and upper King Street	
Curb Space and Parking																
1	Implement a prioritization framework for making changes to curb space	✓	✓	✓	✓		✓	✓	✓		Environmental Action Plan 2040 Complete Streets Policy and Design Guidelines Age Friendly For A Livable Community Housing Master Plan	• Implement a framework to prioritize parking, loading, drop-off, bike lanes, and mobility hubs, among other uses, when making curbside changes		• Work with the community and the Traffic and Parking Board to apply the framework when a new use is considered on a street	• Number of curb space changes informed by the CurbSpace Prioritization Framework introduced to the Traffic and Parking Board • Positive rating of ease of public parking • Positive rating of parking of availability of parking near my home • Positive rating of availability of on-street and garage parking near shopping	
2	Consider pricing, regulation, data, and communications to manage parking availability	✓	✓	✓		✓	✓			✓	Environmental Action Plan 2040	• Consider technology to collect and disseminate more and better data on parking availability and usage • Improve signage and availability of real-time information via technology to guide users to off-street parking, pick-ups, drop-offs, and loading to free up on-street curb space whenever reasonable and practicable	• Consider coordinated pricing strategies to encourage more efficient and equitable use of on- and off-street parking spaces	• Improve the perception of safety in garages through improved communications, wifi connections, and cellular service	• Positive rating of ease of public parking • Positive rating of availability of parking near my home (Excellent/Good) • Positive rating of parking availability of on-street and garage parking near shopping (Excellent/ Good)	

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Curb Space and Parking																
3	Reconsider parking requirements in new developments	✓	✓			✓		✓		✓	Housing Master Plan Environmental Action Plan 2040 City Strategic Plan	<ul style="list-style-type: none">• Build upon recent efforts to right-size parking for residential and commercial development, recognizing that increased parking leads to increased traffic• Review shared parking section of the zoning and ordinance to identify opportunities to make shared parking more viable. For example, a bank that closes at 5:00 PM and a restaurant that opens at 5:00 PM may be able to share parking facilities			<ul style="list-style-type: none">• Leverage the ability of new data sources to regularly evaluate parking uses and trends• Increase the percentage of parking spaces in new developments that can support electric vehicle charging	<ul style="list-style-type: none">• Positive rating of ease of public parking• Positive rating of availability of parking near my home• Positive rating of availability of on-street and garage parking near shopping
4	Promote electric vehicle charging opportunities	✓					✓	✓		✓	Environmental Action Plan 2040 Electric Vehicle Charging Infrastructure Readiness Strategy	<ul style="list-style-type: none">• Establish electric vehicle (EV) installation checklists for different uses• Deveop a policy for providing public charging infastrucutre in public spaces			<ul style="list-style-type: none">• Coordinate between parties interested in charging stations	<ul style="list-style-type: none">• Number of publicly accessible level 2 or higher electric vehicle charging plugs per population